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Good Morning! It's Tuesday, March 20, 1979

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Next winter may be mild, but may not

By Keith Rautman
Missourian staff writer

Here's a chilling fact: the last three winters were among the area's five coldest in the past 90 years, according to Weather Service records.

But don't start looking to the northern horizon for an approaching glacier. By the law of averages, next year's winter could well be a mild one, says Dr. Ernest Kung, a University professor of atmospheric science.

On the other hand, Kung adds, our climate could be heading back to a "cold cycle," in which snowy, frigid winters are usual. That's how it was through much of the 19th century, regarded by climatologists as a "cold century."

Will next winter be unusually severe again? Or pleasantly warm instead? It's anybody's educated guess.

Complex mathematics and sophisticated versions of the atmospheric charts seen on TV weather broadcasts help meteorologists predict the weather. But plotting the movement of air masses in the upper atmosphere is limited to a few weeks of forecasting accuracy, after which chance takes over.

And climatologists, who use "geologic records" such as tree rings and core samples from glaciers to show how the weather has changed, are accustomed to thinking in terms of hundreds and thousands of years.

That's why long-range seasonal prediction — of next winter's severity, for example — is such a guessing game. Practically speaking, it has never been done.

Most prognostications about the future are based on the past. A cycle of warmer-than-average and colder-than-average winters — a few years up, a few years down — has characterized this region, Kung says.

"Usually, cold winters come three years in succession," he says. "If the next winter is mild, it is reasonable to expect several more years of mild winters."

But don't bank on it. The last three winters, and unsettled weather patterns throughout the world in the '70s, could portend the coming of cooler times lasting dozens — or hundreds — of years.

"If the next winter is cold again, then it means, scientifically, that the basic pattern of climate has really changed," Kung says.

Temperature records show a gradual warming trend through the first half of the 20th century. It (See MERCURY, Page 11)



Columbians may be just worrying about the weather, but a theater manager in Fort Collins, Colo., Monday shovels part of the 13 inches (32.5 centimeters) of snow

dumped on northeast Colorado Sunday. Large snowfalls may become more common if the climate swings to a "cold cycle."

West Broadway appraisals OK'd

By Andy Maykuth
and Richard Antweiler
Missourian staff writers

The City Council Monday night authorized appraisals of property along West Broadway, setting the stage for the city to purchase land for the controversial street widening project.

By a 4-3 vote, the council approved spending \$35,000 for three local appraisers to determine property values along West Broadway. The appraisals are required by law before the city can negotiate for the land.

The council also defeated 4-3 a proposed ordinance to regulate pawnbrokers, which would have required pawnbrokers to register with the city and record serial numbers of pawned items.

Fifth Ward Councilman Ed Vaughan opposed approving the West Broadway appraisals until a city-commissioned study on the possible impact on historical sights was completed.

City Manager Stuart Campbell announced that consultants had completed the study, but had been unable to get it to Columbia Monday. The preliminary study by Fischer & Stein Associates of Carbondale, Ill., said the street widening would have "no direct adverse impact" on West Broadway's historical sites. Campbell said there was "no substantive change" in the study's final version.

That bit of news wasn't enough to deter Vaughan, who said "we must

follow due process" when considering approving the appraisals. Sixth Ward Councilman Clyde Wilson and Third Ward Councilwoman Diane Farish also voted against approving the appraisals.

Ms. Farish argued that the appraisal vote be delayed until a new council takes over April 16. The next council could cancel the project by not approving land acquisition. If that happened, the council would have wasted \$35,000 on the appraisals, she said.

The pawnbrokers licensing ordinance was suggested by the Columbia Police Department to regulate pawnshops as outlets for stolen goods.

Second Ward Councilman Don Mosby sparked laughter when he questioned the need for the ordinance, because Columbia has no pawnshops. "We don't have any laws on the docking of ships or landing of foreign aircraft,"

That quip apparently convinced Vaughan to provide the swing vote to kill the ordinance. "I was going to vote for this" until Mosby said it was needless. But Vaughan called pawnshops "ancient and honorable," and said, "Frankly, I think this town needs a good pawnshop."

In the end, the council agreed with Mayor Les Proctor, who said the council could "pass it when it's needed." Wilson, Farish and First Ward Councilman Pat Barnes voted for the ordinance.

In other business, the council: Approved unanimously the special (See HOUSING, Page 14)

Lone passenger saves first Royal Air flight

By Ed Doran
Missourian staff writer

Royal Air Ltd. was ready Monday morning for its first commuter flight connecting Columbia and Kansas City, Mo., except for one thing — there were no passengers.

Well, none on time, anyway. At 7:32 a.m., two minutes after the scheduled departure, a lone passenger arrived on the runway at Columbia Regional Airport, thus saving the initial Columbia flight of the Kansas City-based commuter airline from impending cancellation.

Moments later, when Royal Air's seven-passenger, twin-engine Cessna 402 lifted off and disappeared into the morning mist, a new air connection, linking Columbia with Kansas City International Airport, was born.

The new service represents the first successful effort of city officials to lure an outside airline to Columbia since last October, when Ozark Air Lines, the lone regional airline serving the airport, announced the first of three Columbia flight cancellations. The third cancellation, effective this month, would have left Columbia without any service to Kansas City if it were not for the new service provided by Royal Air.

But Monday morning, only minutes before takeoff and with no passenger

yet on the scene, the firm's maiden Columbia flight was in doubt.

But all was saved when Michael J. Kelly, 311 Westridge Road, arrived on the landing strip with ticket in hand.

Kelly said he is pleased with the new Kansas City-Columbia connection offered by Royal Air — five round-trip flights daily, three on Sundays — and that he expects to save time on future trips because of the convenience of the service.

"I'm very happy about the additional flights," Kelly said as he boarded the plane, "but right now I'm just interested in getting to Kansas City."

Late Monday afternoon, Royal Air President Richard Rohrman said the passenger load for the day had been "light, as expected."

"A couple of weeks of good advertising and marketing should improve passenger loads," Rohrman said. "I would imagine we will operate at a loss for the first couple of weeks. But we expect a good April and an even better May."

At a "raw cost" of \$81, the average Royal Air flight will have to attract an average of 3.5 passengers paying the \$34 one-way fare for the firm to make a profit on its new connection, Rohrman said.

Carter explores energy options

From our wire services

WASHINGTON — President Carter conferred for more than eight hours Monday with his top economic and political advisers on ways to curb inflation and the nation's energy consumption while coping with the new problem of reduced oil imports from Iran.

Jody Powell, Carter's press secretary, told reporters at the end of an unusual, day-long session at Camp David, the presidential retreat in Maryland, that no decisions had been made. He described the meeting as "a thorough review of the problems and the options available to the president."

"The session focused primarily on

energy," Powell said at the White House this (Monday) evening, "but of course that had to be discussed in the context of the overall economic situation, particularly our concern with inflation."

Powell declined to discuss the energy

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options available to the president, but they are known to range from the decontrolling of oil and gasoline prices to the administration's proposed mandatory conservation measures such as temperature controls in buildings, weekend gasoline station closings and restrictions on advertising lighting.

These energy saving measures were sharply criticized Monday in House and Senate committees as being unfair and unworkable, and energy specialists have questioned the efficacy of several of these measures. Although the plans are proposed for a brief emergency, Walt W. Rostow, former special assistant for national security to President Kennedy who now teaches economics at the University of Texas, warned a Senate energy subcommittee Monday that rationing and other controls are here to stay if they are ever implemented.

The president's economic advisers also have warned of the control's potential inflationary impact. Powell acknowledged this when he spoke of the

difficulties of "trade-offs" between the inflation and energy areas.

"It is clear that there are no easy or cheap answers," he said, "the trade-offs all along the line are extremely difficult. Everything you do in one area costs you something in another area."

Powell added that Carter was aware that "there will be political costs to whatever steps he decides to take."

He specifically denied that there had been any discussion at Camp David of imposing mandatory wage and price controls, which would require congressional authorization.

One White House official said that Carter would probably spend several days weighing the arguments outlined at Camp David Monday.

Crossroads crisis . . . Low-income trailer court will close

By Joanna Ramey
and Bob Lynch
Missourian staff writers

Crossroads, a 150-unit trailer court leased by the Columbia Housing Authority since 1969 to house low-income families, seems to be waiting for a second chance.

That chance will not come from the housing authority.

The authority's lease at Crossroads, Route PP, will expire Dec. 31, ending a 10-year housing venture marked by

maintenance disputes with the property's owners, vandalism and tenant negligence.

Because of their experiences with Crossroads, the housing authority will not use a trailer court for low-income housing again, Bill McKee, director of the Columbia Housing Authority says.

Crossroads has shown a decline in occupancy since it was selected in 1969 by the authority to meet a need for more public housing in Columbia. In 1974, the trailer court was approximately 75 percent filled compared

to the almost capacity occupancy rate in 1969. Only 24 of the 150 units are now occupied.

Because the authority will not renew its lease at Crossroads, it will attempt

Insight

to relocate the families remaining at the trailer court. At a March 6 meeting with officials from the Department of Housing and Urban Development in St. Louis, McKee finalized the phasing out

and relocation process the authority will follow.

The authority will stagger the moving-out of residents into four phases, May 31, Aug. 31, Nov. 31 and Dec. 31. The authority will find new homes for the residents either in one of Columbia's six other housing projects, in the Section 8 HUD rental housing program or in private housing. McKee does not anticipate problems with the relocation.

Plans for the future use of the trailer court "haven't been formulated yet,"

Robert Tull, co-owner of Crossroads says. Tull adds that he and his partner Perry Ewing will not know if the trailer court was a profitable venture until they decide what to do with the property.

Losses and not profits at Crossroads are what concern the housing authority. Since 1969, an estimated \$18,000 in rental receipts has been lost due to the tenants "skipping out" at the trailer court, Crossroads manager Yolanda Woods says.

Another factor contributing to the

authority's financial woes has been the disproportionate number of low-income families housed at the trailer court. In order for the authority to "pay the bills," McKee says, HUD requires that there be a balance between the low- and moderate-income families placed in federally subsidized housing.

During 1977, more than 75 percent of the tenants at Crossroads fell into the low-income bracket of those who were unable to pay at least 25 percent of their

(See OCCUPIED, Page 14)

Sturgeon students end walkout

By Diana Dawson
Missourian staff writer

Students at Sturgeon R-5 School ended their two-day walkout Monday after school officials agreed to compromise on the "potty patrol," which restricted use of restrooms.

About 150 students and parents protested the rule Saturday at a school board meeting. The board agreed to give students a chance to correct problems in the restrooms through voluntary student patrols and temporarily suspended teacher supervision of the restrooms.

School board officials said the policy

was implemented to prevent students from smoking, gambling and setting fires in the restrooms. Older students also were reported to be harassing younger ones.

"The school kind of bent a little and the kids bent a little," Joe Smith, a parent, said. "I think everything will be pretty normal."

"The walkout gave the school the idea that we were serious about getting rid of the 'potty patrol,'" ninth-grader Ronald Dailing said. "It finally made the school listen to us."

School Superintendent William Spears said Monday, "If students can take care of restrooms, we'll have

minimal supervision. Teachers will periodically check the restrooms and if problems occur, take care of them."

Spears said while a few students were absent Monday, the strike had ended.

"We have accepted students back in school on our terms," he said. "They were absent and can't be considered anything else."

The school's terms are that absences will be recorded, and the striking students will be placed on probation. If they violate any school rules, they will face undetermined disciplinary action.

The two days of absence last week could create further problems for some students.

Under a policy implemented last fall, students are allowed to miss seven days of school before they face loss of academic credit or suspension.

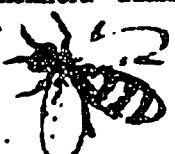
That absentee policy was another reason students gave for last week's walkout. At the meeting Saturday, student council representatives proposed an alternative policy which would allow students to miss 12 days of classes, excluding sick days, before facing suspension.

School board President Fred Tillinger said the board will conduct a special meeting "as soon as possible" to consider the recommendation.

Inside today

Killer bees

Remember the killer bees? Apis mellifera adansonii. They're still coming north, (Texas by 1985), but thanks to their "insatiable" mating patterns, their warrior instinct is gone. A Brazilian apiculturist says that there's less likelihood of being killed by a killer bee than by a mad dog. Details on Page 14.



In town today

9 p.m. Boone County Court meets, fifth floor, County-City Building.
7:30 p.m. "TV Dinner Theatre," University Studio Theater, 50 cents.
8 p.m. "The Crucible," Maplewood Barn Theater.

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